

Bent Creek Greenway

*RFP for Coronavirus State and Local Fiscal
Recovery Funds*

Buncombe County Government

200 College St Suite 300
Asheville, NC 28801

Karla Furnari

karla.furnari@buncombecounty.org

Application Form

Question Group

Buncombe County requests proposals for projects to help the community recover from and respond to COVID-19 and its negative economic impacts.

Buncombe County has been awarded \$50,733,290 in Coronavirus State and Local Fiscal Recovery Funds (Recovery Funding), as part of the American Rescue Plan Act. This infusion of federal resources is intended to help turn the tide on the pandemic, address its economic fallout, and lay the foundation for a strong and equitable recovery.

Buncombe County is committed to investing these funds in projects that:

- Align to county strategic plan and community priorities
- Support equitable outcomes for most impacted populations
- Leverage and align with other governmental funding sources
- Make best use of this one-time infusion of resources
- Have a lasting impact

Proposals shall be submitted in accordance with the terms and conditions of this RFP and any addenda issued hereto.

[Click here for the full terms and conditions of the RFP](#)

Coronavirus State and Local Fiscal Recovery Funds*

Name of Project.

Bent Creek Greenway

Amount of Funds Requested*

\$8,000,000.00

Recovery Fund Eligible Category*

Please select one:

County only

Brief Project Description*

Provide a short summary of your proposed project.

The Bent Creek Greenway is roughly a 12 mile greenway that will begin at the terminus of the COA's French Broad Greenway and connect all the way down to Lake Julian Park. It will connect to the WNC Farmers Market, Asheville Outlets, Bent Creek River Park, The neighborhoods along Brevard Road, The new

Ferry Road Development Project, Biltmore Park, and Lake Julian Park. This corridor is one of the eight priority corridors listed in the Greenways Master Plan.

Project Plan*

Explain how the project will be structured and implemented, including timeframe.

Greenway projects have three important components to it. (1) Feasibility Study, (2) Engineering/design study, and (3) construction. This greenway corridor already has a feasibility study completed. The next steps would be to send out an RFQ for the engineering/design phase. Due to the size of this greenway corridor, the engineering/design phase will take anywhere from 2 to 4 years. Once the engineering/design phase is completed then we can let for construction. Construction of this corridor could take anywhere from 2 to 3 years.

Statement of Need*

Describe the need that this project will address. Include data to demonstrate the need, and cite the source of the data.

This 12 miles of greenway will connect South Asheville to the Heart of Asheville. Connections along the route include Hominy River Park, French Broad River Outfitters, the WNC Farmers Market, The Asheville Outlet Mall, Bent Creek River Park, Zen Tubing, the future Ferry Road Development, Pratt and Whitney, Biltmore Park, Lake Julian, and all the communities along the route. The National Parks and Recreation Association states that everyone should be able to access a park within 10 minutes of their dwelling. This 12 miles of greenway will help bring that statistic to life in Buncombe County. Greenways offer an opportunity to connect larger quality of life initiatives and can aid in connecting citizens to living wage jobs and affordable housing while reducing household dependencies on personally owned automobiles. Based on a survey administered by the Town of Woodfin, 37.9% of Buncombe County Residents want greenways while 44.5% of Woodfin residents also want Greenways.

Link to COVID-19*

Identify a health or economic harm resulting from or exacerbated by the public health emergency, describe the nature and extent of that harm, and explain how the use of this funding would address such harm.

During the shutdown in 2020 we realized just how important parks, greenways, and open space were for everyone's mental and physical health. With everything shutdown, community members were flocking to any and every outdoor recreation option they could. A lot of whom never knew about some of our parks or knew about them but were first time visitors. Even with things opening back up, we are still seeing a record number of people in our parks. Based on our current car counters, our parks saw an increase from July of 2019 with 168,126 visitors to 2020 with 181,509 visitors. The month of March saw an increase of park visitors from 71,922 in 2019 to 174,573 in 2021. Our current parks and open spaces are at full capacity and the help of greenways would spread out the amount of people in each location. Greenways give the option of commuting to work by either walking, running, or riding their bike. Greenways give families safe routes to be able to walk and enjoy nature. Greenways give the community a space to let go of all the stress and focus on their mental health by getting outside and enjoying what nature has to offer us. If the pandemic has taught us anything, it is that we need to focus more on our physical and mental health so we can live a happier and healthier life. Happier and healthier people perform better at work.

Population Served*

Define the population to be served by this project, including volume and demographic characteristics of those served.

The population of Buncombe County is 261,191 and the City of Asheville population is 91,560. This corridor is primarily in Buncombe County with the first couple of miles within the City of Asheville Limits. The City of Asheville demographic characteristics are as follows: Median household income - \$49,930, median income for males - \$31,359, median income for females - \$25,849, per capita income for COA - \$33,176, population below the poverty line - 13.8%. Age: Persons under 18 - 17.8%, Persons 65 and over - 18.1%, Females - 52.2%. Race: White - 84%, Black or African American - 11.2%, American Indian and Alaska Native - 0.4%, Hispanic or Latino - 6.8%, Two or more races - 1.9%.

Results*

Describe the proposed impact of the project. List at least 3 performance measures that will be tracked and reported. If possible, include baselines and goals for each performance measure.

Greenways have been an important amenity the community has wanted for years. The River Arts District Greenway that opened just last year has proven to be an important piece of the greenway system. It has shown how many people will travel to use the greenway. The Bent Creek Greenway Corridor will connect directly into the City of Asheville's greenway system to offer a safe pedestrian route from South Asheville all the way into the heart of Asheville. We will engage in pedestrian counters for post competition data to see how the usage of the greenway will grow from year to year. We currently have car counters in all of our parks and we have seen an increase at every location each year. We will publish yearly surveys to the public to gauge their satisfaction of the greenway. One of our goals for this corridor is to grow the economic impact of the county. Bring in more tourism related business along our greenways. Year one after completion of the entire corridor we would like to see at least a 10% increase of tourism business along the corridor. Year two we would like to see a 25% increase and year three we would like to see a 50% increase. Tourism like business can be anything from hotels, restaurants, coffee shops, delis, retail stores, etc.

Evaluation*

Describe the data collection, analysis, and quality assurance measures you will use to assure ongoing, effective tracking of contract requirements and outcomes.

Once we have a few years of pedestrian counter data then we will be able to evaluate the impact of the greenways. We will also look at the economic growth on and around the greenways over the years. We will also do yearly surveys to see the different ways the community is utilizing the greenway.

Equity Impact*

How will this effort help build toward a just, equitable, and sustainable COVID-19 recovery? How are the root causes and/or disproportionate impacts of inequities addressed?

It is not enough to build a park and expect people to come. For-profit amusement and recreation entities such as Biltmore, Navitat, and local outdoor outfitters are focused on user experience, but those are not options for many residents from low-income households. Buncombe County's public parks (and safe connections to nearby low-income and majority minority neighbors via greenways, sidewalks, bike lanes, and natural trails) represent the promise of welcoming spaces and equal access for all. In many communities that have seen disinvestment, parks are ground zero for civic commitments to be made or broken. We demonstrate care through asking residents and delivering on those commitments. What does this look like in a post-pandemic world? We cannot solve our problems with the same thinking we used when we created

them. It is well documented that years of neglect and disinvestment have saddled our lowest income neighborhoods more exposed to pollution, natural disasters such as flooding, and health disparities. By reducing litter and greenhouse gas emissions at these large regional parks, we seek to deliver the proven environmental, health, economic, and social impacts of greener parks and open spaces for low-income households and BIPOC park users.

Project Partners*

Identify any subcontractors you intend to use for the proposed scope of work. For each subcontractor listed, indicate:

- 1.) What products and/or services are to be supplied by that subcontractor and;
- 2.) What percentage of the overall scope of work that subcontractor will perform.

Also, list non-funded key partners critical to project.

We are subject to the county procurement process. So upon receipt of the funds we will have to go through the RFQ process. Therefore we do not have vendors selected at this time. Once we go through the RFQ process then we will scope the project out and the selected firm will perform 100% of the scope with their selected subcontractors.

Capacity*

Describe the background, experience, and capabilities of your organization or department as it relates to capacity for delivering the proposed project and managing federal funds.

Buncombe County Recreation Services has a proven track record of grant management and reporting through a variety of entities include grant awards from the federal government. In addition to a developing recreation specific grants, Buncombe County Recreation Services staff has worked through the French Broad River MPO to develop a grant award and management process for Federal Highway Administration monies through the Surface Transportation Block Grant program. We currently serve in a project administration role for several FHWA funded projects and have previously successfully completed several projects using multiple and combined funding sources including state, local, and private. Buncombe County Recreation Services has also served as the lead project administration entity for funding through the Tourism Product Development Fund from the Buncombe County Tourism Development Authority.

Budget*

Provide a detailed project budget including all proposed project revenues and expenditures, including explanations and methodology. For all revenue sources, list the funder and denote whether funds are confirmed or pending. For project expenses, denote all capital vs. operating costs, and reflect which specific expenses are proposed to be funded with one-time Buncombe County Recovery Funds.

Download a copy of the budget form [HERE](#). Complete the form, and upload it using the button below.

Greenways Research and Prioritization Discussion.docx

Special Considerations*

Provide any other information that might assist the County in its selection.

Woodfin Riverside Park- Public Survey Summary July 2021.pdf

A 2018 Penn State study examining the impact of the Great Recession found that local park and recreation agency funding plunged 21% between 2009 and 2013. No local government service — public safety, education, or transportation — suffered as much. Equitable and accessible parks, recreation, and active living spaces are essential to addressing the Buncombe 2025 focus areas of an educated and capable community, environmental and energy stewardship, resident well-being, and a vibrant economy:

Promote community resiliency and wellness by providing better mental health, improved physical health, and increased physical activity by providing safe multigenerational spaces for popular sports, adaptive and inclusive play, greenways and hiking trails, swimming pools, and many other activities designed to promote active lifestyles.

Critical to childhood development and foster mountain spirit, imagination and creativity, healthy habits, teamwork, social equity, emotional stability, mutual trust, and environmental responsibility.

Drive economic opportunity by expanding the local tax base through support of the outdoor recreation economy, increased tourism, and attraction and retention of businesses.

Build healthy, active communities that aid in the prevention of chronic disease, provide therapeutic recreation services for those who are mentally or physically disabled, counter social isolation by connecting people with nature and each other, and also improve the mental and emotional health of all citizens.

Provide cost-effective and sustainable environmental solutions while preserving the culture, beauty, and well-being of our region.

Improve water quality, protect groundwater, prevent flooding, preserve ecological splendor, improve the quality of the air we breathe, provide vegetative buffers to development, and produce habitat for wildlife.

Have the transformative power to connect communities, preserve culture, and change lives.

File Attachment Summary

Applicant File Uploads

- Greenways Research and Prioritization Discussion.docx
- Woodfin Riverside Park- Public Survey Summary July 2021.pdf



Buncombe County Greenways Comparison Research and Funding Prioritization Scenarios

I. Background

Buncombe County Commissioners adopted the Connect Buncombe Greenways and Trails Master Plan in 2012. As a result of political expediency and a lack of consensus at the time of approval, there was not an identified, dedicated funding source for the implementation of the plan. Staff was directed to utilize grant funding to achieve the plan elements.

Since that time, Buncombe County Recreation Services Staff have been able to leverage \$22 million in grant funding towards the early stages of greenway planning. In 2016, an annual allocation of \$425,000 was established as another source of funding for building out the Master Plan and to assist in grant applications as matching funds.

As of 2020 Buncombe County has 0.4 constructed miles in unincorporated areas and 15 constructed miles within Buncombe County municipalities. Buncombe County has three greenway projects that are currently moving forward in various degrees (Woodfin, Enka Heritage, and Black Mountain greenways).

As Recreation Services and the County look to the future of greenways in the area and continue to plan for the implementation of the Master Plan, it was requested that research be conducted to evaluate how other places around the country are successful in building their greenway systems. Through primary and secondary research, the Recreation Services and Performance Management staff have gathered information to present findings and recommendations that may prove useful in prioritizing and planning for local greenways moving forward. The following sections summarize this process and associated data.

Additionally, using feasibility studies previously conducted for the other sections included in the Greenways Master Plan that are not currently slated for funding, an analysis was completed to estimate the funding needed to move these projects to completion.

II. Research Methodology

Using recommendations from Recreations Staff for peer and aspirational nation-wide greenway systems, 23 greenway systems were selected and analyzed for information that could be useful in planning for the future of Buncombe County greenways. Using secondary research completed through internet searches, key data points were extrapolated about the greenway systems themselves and the communities they serve. When information was not available from



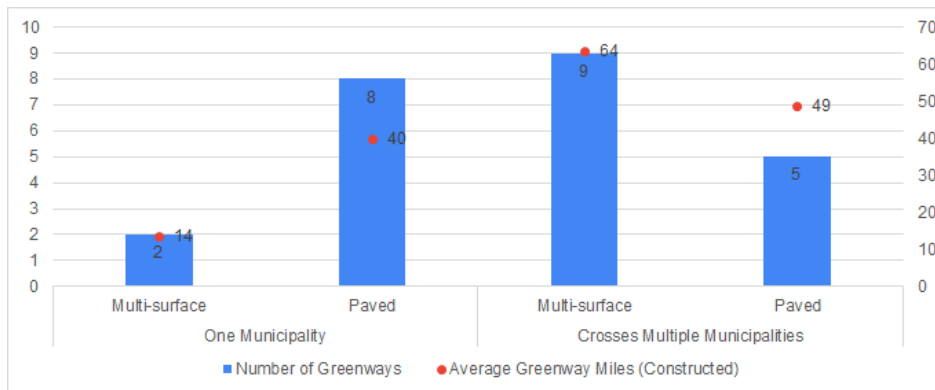
internet searches, outreach was conducted via email to key personnel in the responsible jurisdictions. In some instances, this correspondence was followed-up with phone interviews with these individuals to gather the requested data points.

Among the data collected, there is a representation of a variety of trail surfaces, lengths, jurisdiction types, and histories. While comparisons have been drawn to the extent possible, each system holds its own story and are worth individual case studies and summaries of lessons learned. Findings below are general and may be useful in making assumptions related to prioritization of greenway funding. However, it is recommended that studies that are more extensive be completed to corroborate these findings.

III. Research Findings

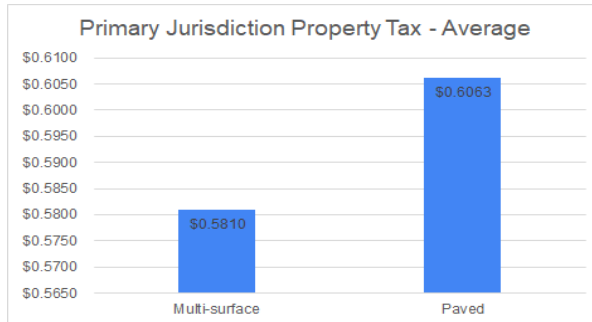
Finding #1: Greenway systems with the highest average number of constructed miles are those that cross multiple jurisdictions and are multi-surfaced.

Within the data, researchers differentiated between greenway systems that cross through or connect multiple jurisdictions versus those that are contained to one jurisdiction. It was also delineated by those that are completely paved (either asphalt or concrete) versus those that have multiple surfaces, as the construction costs associated with these methods are significantly different.



Finding #2: In greenway systems with entirely paved surfaces, the average property tax rate in the primary jurisdiction is higher than in those systems with multiple surfaces.

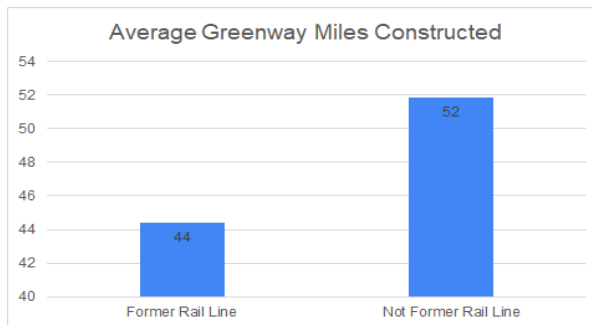
Property tax rates were gathered for the primary jurisdiction of all greenway systems evaluated. In systems that cross or connect multiple jurisdictions, the primary municipality's property tax rate was used. "Primary municipality" is defined as the largest municipality that is connected to the greenway system.



Finding #3: Within the data collected, greenways that are not built in former railway beds have a higher average number of miles completed.

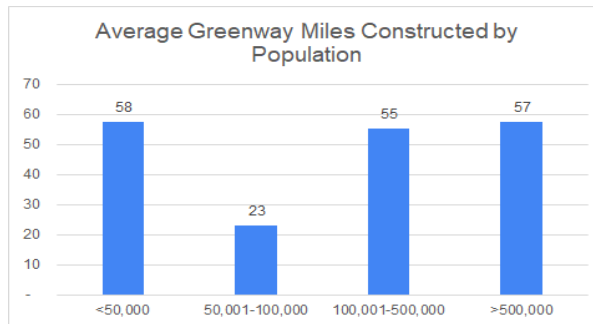
Rail trails are those greenways and paths that have taken the place of former railroad beds. This finding was surprising to the researchers, as it was hypothesized that having a clear path for constructing greenway space would lead to a higher overall number of miles completed. However, there are some significant outliers in this data set that might contribute to this unexpected finding, for instance:

- Within the former rail trail category is the Atlanta Beltline. There are currently only 7 miles completed for this project, though this overall project expects a total of 33 miles when completed. These 7 miles skews down the average number of constructed miles on rail trails.

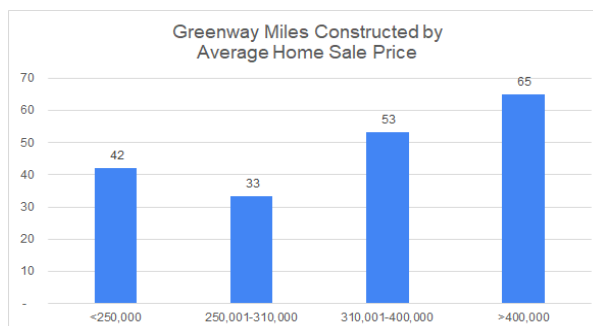


- Further, the researchers included several North Carolina jurisdictions for more relative comparisons related to funding. It is not common in this state for there to be former railway beds that are available for this use. Therefore, the large number of miles completed on the Capital Area greenway and the Town of Cary greenways pull the average number of greenway miles of non-former rail trails up.

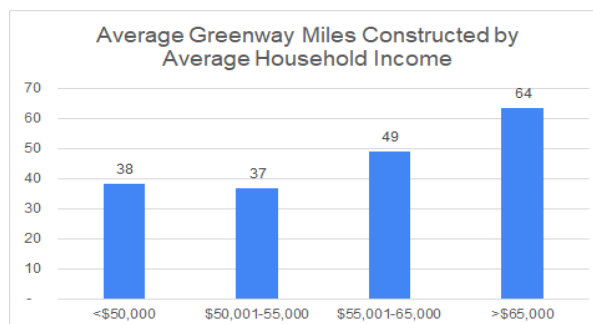
Finding #4: The number of people living in the primary municipality connected to a greenway system does not equate to the average number of constructed greenway miles being higher.



Finding #5: In the data analyzed, there is a slight correlation between increasing price of home sales within the primary municipality and the average number of greenway miles constructed.



Finding #6: Higher average household income correlates with a higher average number of greenway miles constructed.



IV. Greenways in Design Phase

The greenways in this section are currently in the design phase and significant grant funding has been secured for these projects. **It is important to note that if these projects are not completed in the allotted timeline, then the granted funds must be returned to the grantee. Please see**

supplemental spreadsheet, “Greenways Financial Plan,” for additional detail on the funding committed and needed for these projects.

- Woodfin/Riverside Drive** - This greenway has been funded through the Federal Highways Administration Transportation Block Grant Program through construction. Currently, the Board of County Commissioners does not favorably view the use of condemnation for greenway Right of Way. This can prolong a project if the property owner does not want to grant or sell a piece of their property for the greenway. The Town of Woodfin has condemnation power, which is relied upon for this aspect of the project. This is currently in the engineering phase and has funding through construction. This is being combined with Beaverdam Creek in order to recognize cost savings as one project instead of two. This is reflected in the tables below.



- Beaverdam Creek** – This will be incorporated as part of the Woodfin Greenway, and thus will be able to move directly to engineering. The section is 2 miles in length, and there is only one landowner, who has already indicated they will grant the Right of Way. Because of this, if acted upon soon, the cost may be lower than the present-day estimate of \$2.5 million per mile.
- Enka Heritage Trail** - This greenway has been funded through the Federal Highways Administration Transportation Block Grant Program through construction. Enka Heritage Trail has little to no Right of Way (ROW) issues.
- Reems Creek** - This greenway has been funded through the Federal Highways Administration Transportation Block Grant Program through engineering. Reems Creek has little to no Right of Way issues. \$480,000 has been secured in grant funding for engineering with a \$120,000 local match required.
- Black Mountain Greenway** – Paid the last installment in FY21.

V. Greenways with Only Feasibility Studies

- Bent Creek** - Feasibility study is completed for this corridor with no funding dedicated to the progress of this greenway. This corridor has many different landowners that are not currently willing to grant or sell an easement for the greenway. NCDOT is also looking at

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including this in their I-26 expansion project once they have the funding to move forward with that.

- **Hominy Creek to WNC Farmers Market (1 mile)** - Feasibility study is completed but there is not currently funding available to move this project forward even though NCDOT has given the county permission to move forward with it. \$320,000 has been secured in grant funding for engineering with a \$80,000 local match required.
- **Swannanoa/Fonta Flora/I-70** - Financially infeasible at the moment. This corridor is likely the most expensive corridor due to topography and terrain. Despite being a major regional project, Buncombe County would have to make heavy local investments to deliver the project.

VI. Possible Other Future Greenway Contributions/Partnerships

- **Hellbender Regional Trail** - This is a new system that is spearheaded by the French broad Metropolitan Planning Organization. This is a great opportunity to have our priority corridors included on this plan so we can gain access to more funding.

VII. Funding Scenarios – Greenways with Feasibility Studies Only

By primarily using the feasibility studies previously conducted for the greenways described in section V, estimates were compiled for what the present-day (2020) and future-day (2025) cost of the planning and construction of these greenways sections would be. Present day and future day estimates are provided in order to provide a range of costs that might be expected between the current time and the time in which construction may reasonably be expected to begin, pending funding. Because all of these studies were completed more than five years ago and decisions about exact path placement still need to be determined, several assumptions were made in calculating the estimates. As such, there are figures represented below that show the least and most expensive cost for construction based on the various paths described as options in the feasibility studies.

There are also two ways that present- and future-day costs are calculated in order to present the best and worst-case scenario.

- First, there is a calculation that projects current day (2020) costs by using a \$2.5 million/mile calculation.
- Second, there is a calculation that projects present-day (2020) and future-day (2025) costs by using a compounding 15%/year cost increase. This is calculated beginning from the point at which the feasibility study was completed (except for the Beaverdam Creek Greenway – explained below).

Least Expensive Cost Scenario

Greenway Name	Miles	Year Feasibility Study Conducted	Construction Cost - Original Amount	Construction Cost - 2020 (\$2.5M/Mile Calculation)	Construction Cost - 2020 (15%/Year Calculation)	Construction Cost - 2025 (15%/Year Calculation)	Other costs - 2020
Bent Creek - Path B* (Cheapest)	7.03	2015	\$9,532,795	\$17,575,000	\$19,173,856	\$38,565,473	Included
Hominy Creek	1	2016	\$3,951,280	N/A	\$6,910,402	\$13,898,586	Included
Reems Creek Greenway (Cheapest)	2.25	2014	\$2,037,373	\$5,625,000	\$4,712,568	\$9,478,657	Included
US 70/ Swannanoa/ Fonta Flora	18	2010	\$10,309,361	\$45,000,000	\$41,707,115	\$83,887,906	Included
Total:	20.25		\$25,830,809	\$68,200,000	\$72,503,941	\$145,830,622	

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Most Expensive Cost Scenario

Greenway Name	Miles	Year Feasibility Study Conducted	Construction Cost - Original Amount	Construction Cost - 2020 (\$2.5M/Mile Calculation)	Construction Cost - 2020 (15%/Year Calculation)	Construction Cost - 2025 (15%/Year Calculation)	Other costs - 2020
Bent Creek - Path C* (Expensive)	8.94	2015	\$9,532,795	\$22,350,000	\$19,173,856	\$38,565,473	Included
Reems Creek Greenway (Expensive)	2.25	2014	\$2,352,013	\$5,625,000	\$5,440,349	\$10,942,485	Included
Hominy Creek	1	2016	\$3,951,280	N/A	\$6,910,402	\$13,898,586	Included
US 70/ Swannanoa/ Fonta Flora	18	2010	\$10,309,361	\$45,000,000	\$41,707,115	\$83,887,906	Included
Total:	30.19		\$26,145,449	\$72,975,000	\$73,231,722	\$147,294,450	

**For the Bent Creek Greenway, there was only a cost estimate provided for option A. These scenarios use that amount for all of the calculations except for the \$2.5M/mile calculation, which was based on the length of the option described. Path A is the "middle of the road" option, and therefore not shown in either of the above tables.*

- If these greenways had been constructed at the times their respective feasibility studies were completed, the cost to complete all of them (resulting in approximately 30 miles of greenways) would have been between **\$25,830,809 and \$26,145,449**.
- If funding were available immediately to complete these same sections of greenway, the estimated present-day (2020) cost would be between **\$68,200,000 and \$73,231,722**.
- If these sections of greenway are funded in 2025, the estimated cost for completion is between **\$145,830,622 and \$147,294,450**.

VIII. Possible Funding Sources

In general, the jurisdictions examined as part of the comparison research invested in greenways either through a passed bond or with annual budgeted funds that were then used to leverage additional grant funds. Jurisdictions without bond funding had between \$300,000 and \$600,000 in their annual budgets. The jurisdictions with less funding in their annual budget had a completed system and used their funds instead for general maintenance. The jurisdictions with larger annual budgets were still building out their system. Many of the jurisdictions did not have information on their earlier stages of the greenway process because they were completed many years previously. Only two greenway systems had private funding, one of which was \$120 million. These two would be outliers. The private funders were a health system and a family foundation. Finally, jurisdictions outside of North Carolina had access to different types of funding sources than are available to cities and counties in North Carolina.

List of Different Grants:

- LWCF (available in NC)
- Federal Highway Transportation Grants (available in NC and our current source for grants)(this is the grant most other municipalities are using as well)
- Philanthropic Grants (local to specific areas)
- FEMA – for flood buy-out programs/post-disaster mitigation
- Recreation Trails Program (available in NC if the trail is listed in a state plan, like Hellbender)
- Congestion Mitigation and Air Quality (not available in NC)

Special Use Tax

- **Denver** - 0.25% from sales tax goes directly to the Parks Department. They also receive lottery funds.
- **Atlanta** - looking at a possible self-imposed tax by owners of multi-family housing w/ >10 units for capital trail projects only.
- **Chapel Hill** - before their bond they had a tax from cell tower leases that went directly to their greenway system.
- **Greenville** - 2% of prepared food sales goes directly to the parks and rec department.

- **Buncombe County** - we have the opportunity to have a quarter cent sales tax through our jurisdiction.

NC Jurisdictions Comparison tax rates

Mecklenburg County	.6169
Wake County	.7207
Guilford County	.7305
New Hanover County	.555
Union County	.7309
Forsyth County	.7535
City of Asheville	.4289 (in addition to Buncombe County, effective rate .9579)
City of Greensboro	.6625 (in addition to Guilford County, effective rate 1.3930)
Buncombe County	.5290



Riverside Park Advisory Committee

July 14th, 2021



Vision

As the Town of Woodfin continues to grow, the expansion of The Woodfin Wave at Riverside Park will be Western North Carolina's premier urban whitewater destination and riverfront park. The park will be a central node on the Woodfin Greenway and Blueway, that shapes community character and celebrates the community's diverse needs. It will be a safe place to play, to gather, contemplate, and recreate.

Goals

- 1 To become a premier urban whitewater and blueway destination.
- 2 To connect the park as hub for the Woodfin Greenway and to the surrounding community.
- 3 To provide a welcoming and safe space to a diversity of users.

The Plan & Phasing For Riverside Park



Master Plan



- | | | | | |
|-------------------------------|--|--|--|---------------------------|
| A New entrance sign | G Stormwater feature with sculpture | M River access | S Stage | W ADA fishing dock |
| B Trail kiosk | H Grand overlook pavilion | N Picnic shelter/shade pavilion | T Meadow/habitat enhancement | X Benches |
| C Stormwater feature | I Restrooms/changing rooms | O Nature play slope and lawn | U Boat ramp and trailer parking | Y Shade pavilion |
| D Parking (68 spaces) | J Train platform | P Beach and river access | V Restrooms | Z Pump track |
| E Maintenance building | K Terraced seating/wave viewing | Q Creek access | | |
| F Entrance plaza | L Staircase with integrated ramp | R Wetland/habitat enhancement | | |



First Phase



Image is an artist's rendering and may not reflect final design

Prioritizing



- A** New entrance sign
- B** Trail kiosk
- C** Stormwater feature
- D** Parking (68 spaces)
- E** Maintenance building
- F** Entrance plaza

- G** Stormwater feature with sculpture
- H** Grand overlook pavilion
- I** Restrooms/changing rooms
- J** Train platform
- K** Terraced seating/wave viewing
- L** Staircase with integrated ramp

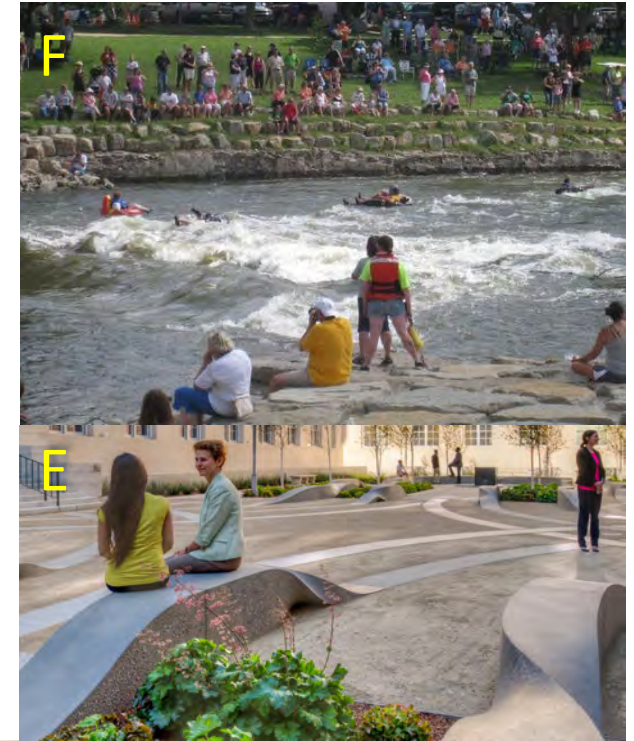
- M** River access
- N** Picnic shelter/shade pavilion
- O** Nature play slope and lawn
- P** Beach and river access
- Q** Creek access
- R** Wetland/habitat enhancement

- S** Stage
- T** Meadow/habitat enhancement
- U** Boat ramp and trailer parking
- V** Restrooms

- W** ADA fishing dock
- X** Benches
- Y** Shade pavilion
- Z** Pump track

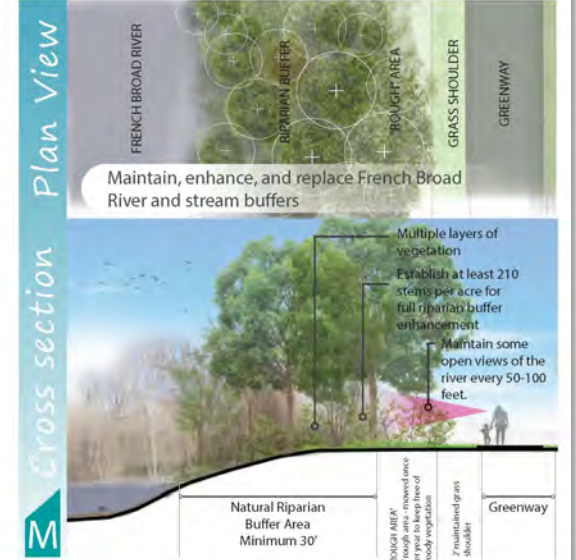
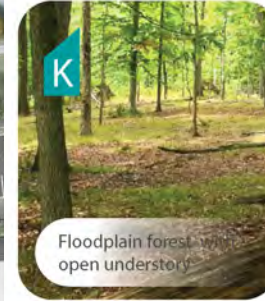
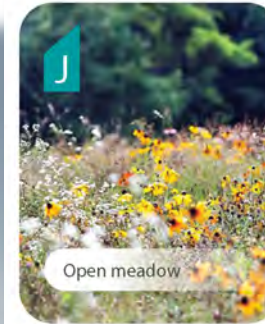


Key features



Ecological improvements

PROPOSED ECOLOGICAL IMPROVEMENTS

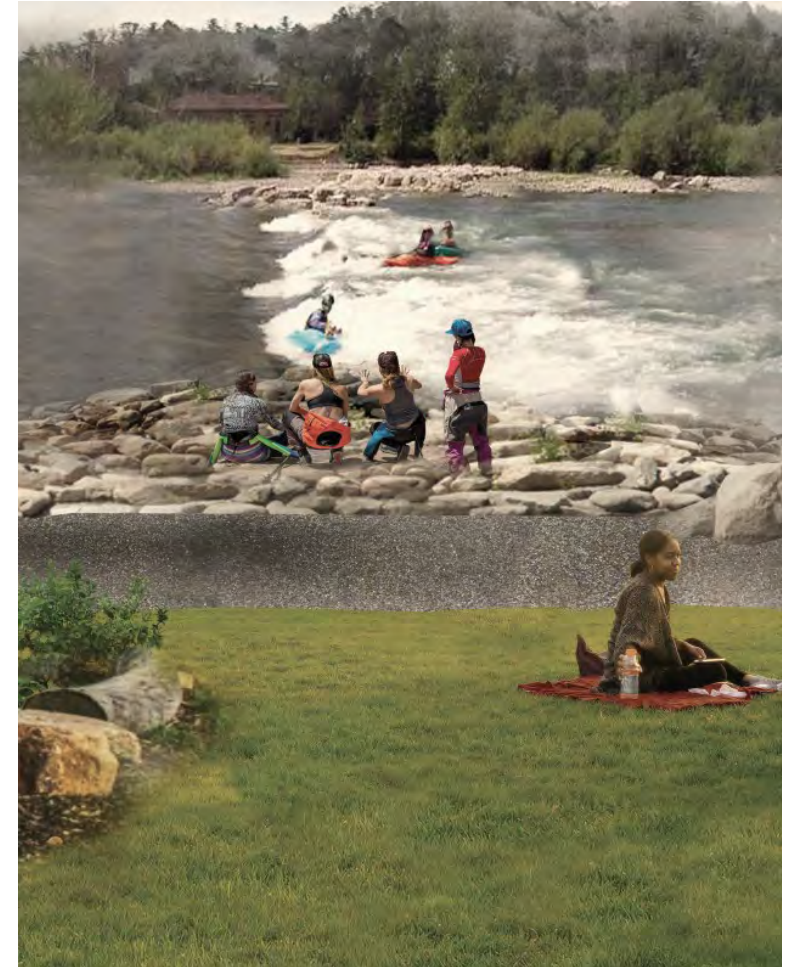
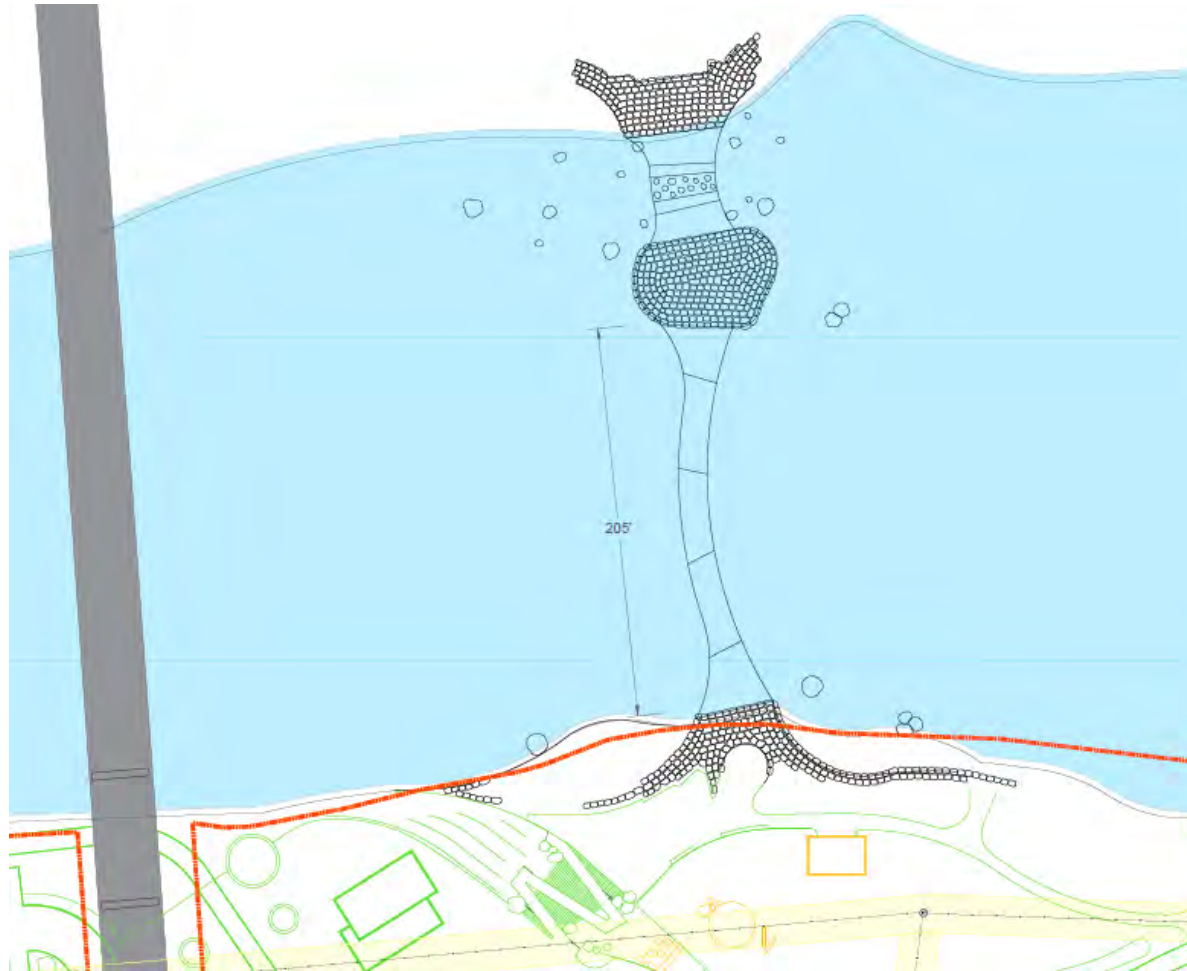


Note that state and federal water resource permitting agencies will ask that buffers be maintained or replaced, to successfully receive permitting for this project

EXISTING



The Wave Feature



The Wave Feature



The Wave Feature



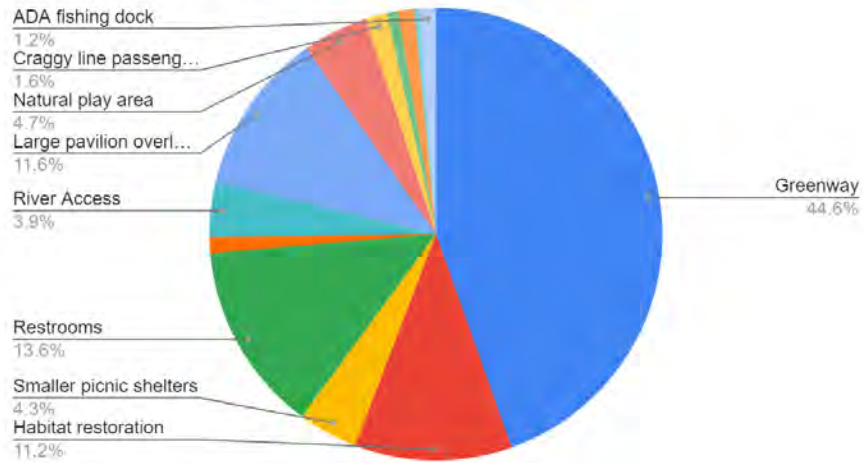
Summary of Public Survey



Survey Results

TOP AMENITY CHOICE

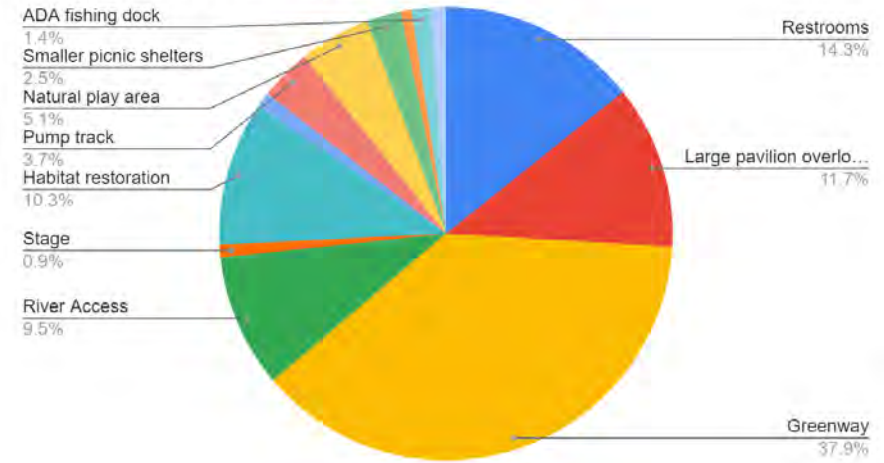
WOODFIN RESPONDENTS



1. Greenway
2. Restrooms
3. Pavilion
4. Habitat Restoration
5. Play Area

at least 5% chose...

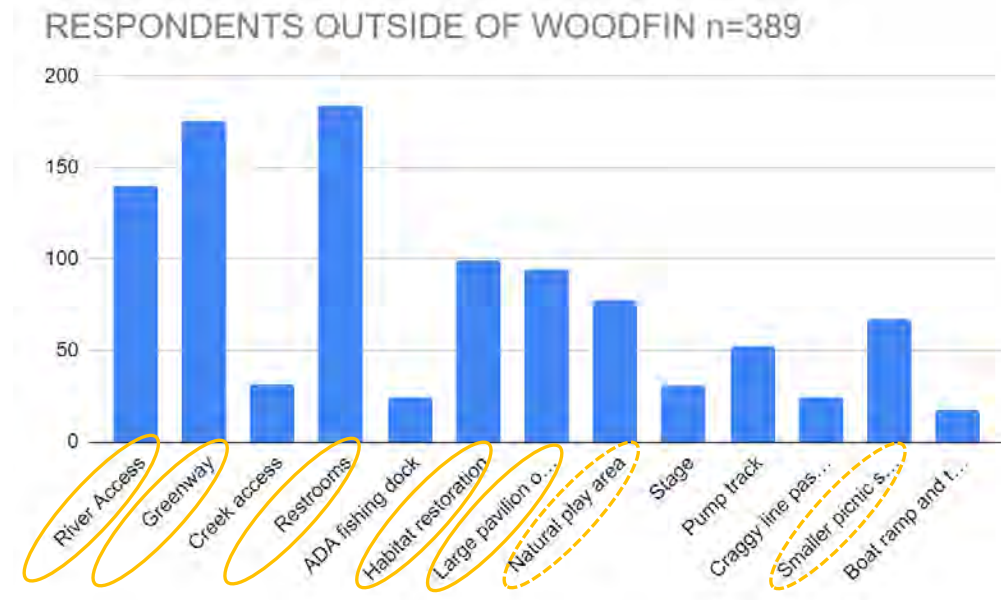
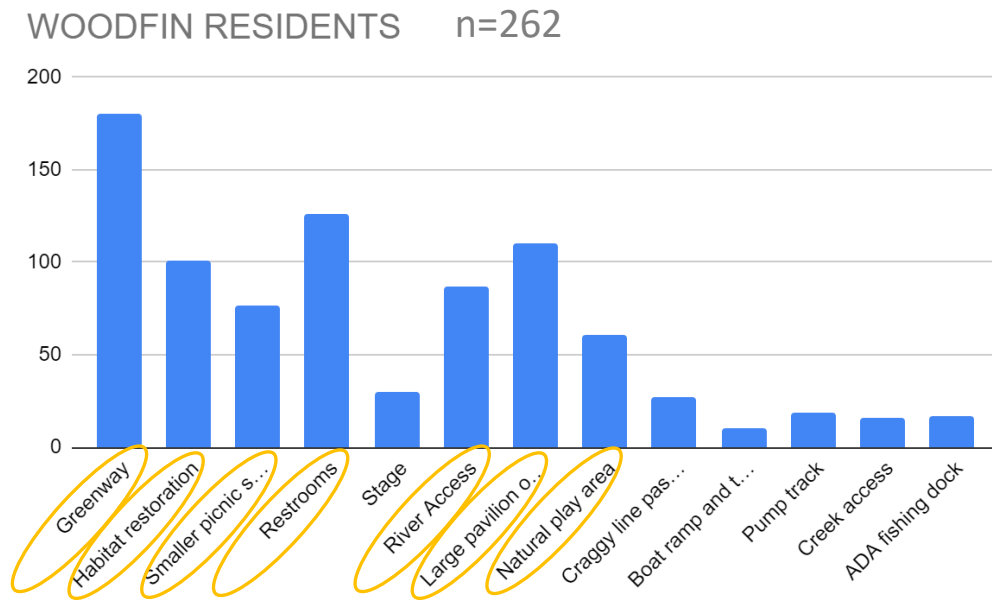
ALL SURVEY RESPONDENTS



1. Greenway
2. Restrooms
3. Pavilion
4. Habitat Restoration
5. River Access
6. Play Area

Survey Results

AMENITY IN THE TOP 4



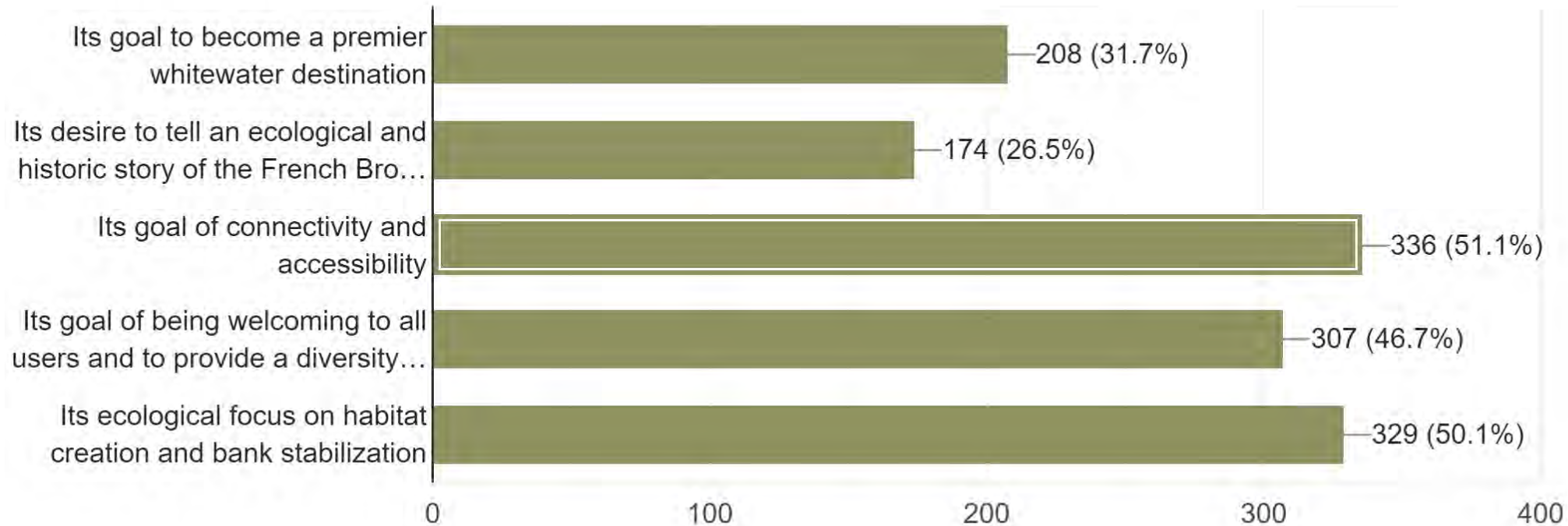
Highlighted if min. 25% of respondents had in their top 4

Survey Results

Park Goals Best Received

What are the aspects or goals of the park you like the most? Please select one to three options

657 responses



Survey Results

Summary of Other Comments (WOODFIN RESIDENTS)

ACCESS...

access across Riverside dr.

sidewalks on riverside dr. adjacent to neighborhoods & Greenway

KEEPING THE PARK PEACEFUL ...

concern of noise and traffic

worried about ecological impacts

“no theme park”

MORE LAND ACTIVITIES...

play, exercise, bird watching, grills

WATER QUALITY...hard to imagine playing in the water until its clean

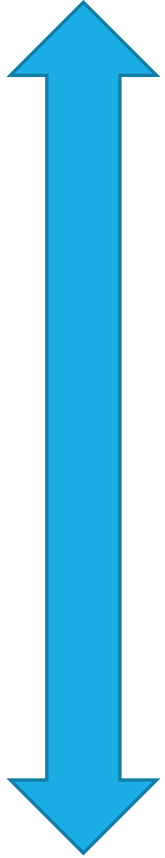
Wave for many skill levels;

Restrooms = Comfort;

More parking;

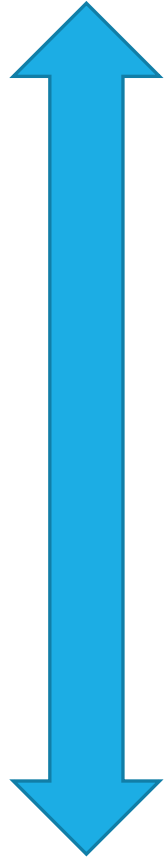
Accommodate flooding;

Like ALL amenities



Survey Results

Summary of Other Comments (NON-WOODFIN RESIDENTS, mostly Buncombe county)



SUPER EXCITED...

the plan is getting people pumped up

PARK FOR MULTIPLE AGES...

play for kids: beach, splash pad, climbing, pump track, etc.

Wave for multiple skill levels

CONNECTIVITY...

greenway, Beaver dam connection

ACCESSIBILITY...

ADA, greenway, train

PROTECT THE ENVIRONMENT

Restrooms and changing areas;

Food;

Water quality;

Multiple Seating options;

Accommodate flooding;

NO theme park

Survey Results

Conclusions

The GIST of what people want to see in the park (no matter of residency):

Connectivity and accessibility

Shelter and restrooms

Recreational activities for all ages, including play for kids

Habitat restoration and an ecological focus

River Access

The concerns (no matter of residency):

Water quality of River

Flooding

Avoiding a theme park feel

Varying views based on residency:



Findings from Nantahala Outdoor Center



Design Insights from NOC

- It is likely only 1 out of 7 park users are there to get in the river....
- Consider fluctuations in volume of visitors and river access locations
- Restrooms and changing stalls should be separate
- Food and Restrooms are very important for experience
- Play areas for kids important: Canopy net for additional use experience for kids in woods over having a pump track
- Site operator (NOC) helps avoid user conflict
- Circulation patterns and designated use areas help avoid conflict
- Construction material considerations, especially at river interface
- Input from USACE

Recommendations

- Amount of open space versus developed space
- Width of greenway through park
- Restrooms and changing facilities
- Additional amenities

Discussion

- Parking
- Phasing- Children's play features
- Use levels/ River access capacity/Design of river access
- Outfitters/Food
- Wave design/ User and needs
- Additional amenities

Parking

Recommendation

- The design team to explore options for additional parking under the bridge and overflow parking, if however additional parking can not be accommodated we recommend following the parking per the Master Plan.
- We should consider how outfitters may need to access and load/unload users
- Utilize “shared” parking within the corridor so the park doesn’t become a parking lot for river access
- Based on Scott Shipley’s comment, the proposed parking is more than what has typically been provided for a Wave.
- Is trailer parking needed for Phase 1?

Open space versus developed space

Recommendation:

- Per the Master Plan there is a good balance of open space and developed space and we recommend following the Master Plan.

Width of greenway through park

Recommendation:

- Due to the level of recreational use and activity anticipated at the park, we suggest a 14' trail width be utilized through the high use areas and then taper down to 12' wide trail.

Restrooms and changing facilities

Recommendation:

- Restrooms and changing rooms should be separate.

Additional Amenities

Recommendation:

- Education
- Beach area water play for kids
- Nature play/playground (5)
- Night lights/ lighting (2)
- Train platform
- Seating near the wave (2)
- Changing stalls
- Clean restrooms
- Pay boat storage (2)
- Grills
- Bike racks (3)

For Discussion:

- Concessions
- Outdoor shower / Foot wash station
- Rental lockers
- Pump Track (3)
- Body weight workout stations (4)
- Boat rental (2)

Phasing

- Which amenities should be included in Phase I vs. a potential Phase II?
- What are some additional low cost amenities based on the public survey that should be included in Phase 1
- What does the current financial and fundraising forecast suggest for Phase I construction and could certain elements such as pump track or natural play area be fundraised and built separately by project partners willing to help fund a project?
- Any Phase II amenity that will impact US Army Corps Engineers and FEMA permitting should be included in this design phase.

Phase 1



Use levels/ River access capacity/Design of river access

- How to plan for the park to be flexible and adapt to high user volume.
- Look at ways to reduce user conflicts. Id potential points of conflict and look to avoid or minimize based on design.
- Consider wider greenway through the entrance plaza, provide open spaces, reduce gathering space in conflict zones to funnel and move people through the park spaces, etc.
- What is the optimal scale (width) for the main access ramp? How does this relate to potential commercial use where outfitters transport guests in and out via busses and vans? What should the specifics of design be for the primary ramp(s) for through-users of the blueway?
- Should any one user group be prioritized in the design over another or should we follow the results of the public survey?

Outfitters/Food

- Town and advisory committee to consider outfitters and how they will allow or provide for outfitters to utilize space at the park. Will structures be provided for outfitter(s) and/or should the design allocate space for future outfitter(s), how will commercial outfitters be allowed to use the site, will the Town want to collaborate/partners with outfitters?
- Will concession be provided or other options for food during events and busy weekends?

Wave design/ User and needs

- S20 so far has recommended a “rock-drop” (non-mechanical) structure and a by-pass channel. Is that still the direction, or should a mechanical approach be considered?
- What about specific focus on the shape of the Wave (i.e., gradual sloping wave vs hole)?
- At what range of flows should the Wave design be optimized?
- Is it possible and should we look to provide features downstream of the Wave (e.g., eddies and eddy lines, slalom gate opportunities, ...)
- Are there any alterations needed in the design direction laid out by S20 in its earlier reports and recommendations?
- Will concession be provided or other options for food during events and busy weekends?

Additional Amenities

Recommendation:

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